MEMORANDUM

To:	Ms. Meghan Cedeno, P.E. City of San Diego	Date:	February 25, 2021
From:	John Boarman, P.E. LLG, Engineers	LLG Ref:	3-20-3315
Subject:	VMT - Healthpeak Callan Road Campus – Project No - 658398		

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Introduction

The purpose of this memo is to evaluate the expected weekday average daily trips (ADT) for purposes of VMT estimation associated with the Healthpeak Callan Road Campus Project (the "Project"). The project generated ADT will be compared to the City of San Diego thresholds for determining if a project is screened out from a VMT Analysis. It is proposed to not use building square footage to determine the trip generation since square footage does not account for the fact that the site is located in the Airport Overlay Zone, which will limit the maximum number of employees permitted on the site. The current buildings at both 3020/3030 Callan Road and 11099 North Torrey Pines Road were built in 1984 and 1986 respectively, prior to adoption of the MCAS Miramar Airport Land Use Compatibility Plan (ALUCP) in October 2008, which affects this site. Therefore the original buildings were not subject to the ALUCP, but the new buildings will be. It is therefore proposed to use a trips / employee rate to estimate the trip generation associated with the project for purposes of VMT estimation.

Project Description

The proposed Healthpeak Callan Road Campus is located at 3020 and 3030 Callan Road within the University Community Planning Area in San Diego, California. The property is currently improved with 91,000 square feet of scientific research and development use and parking for 254 vehicles. The Project proposes an amendment to Coastal Development Permit No. 618936, Site Development Permit No. 618937, and Planned Development Permit No. 998550 (PTS #166941) for the proposed transfer of development rights from 11099 North Torrey Pines Road to 3020 and 3030 Callan Road.

The project site is located in the IP-1-1 Zone within the Coastal Height Limitation Overlay Zone, the Coastal Overlay Zone (N-App-1), the Community Plan Implementation Overlay Zone (CPIOZ-B), the Parking Impact Overlay Zone (PIOZ-Coastal-Impact), 2035 Transit Priority Area, Prime Industrial Lands, and within the University Community Plan area (Subarea 1). The Property is zoned IP-1-1 which allows scientific research and development as a permitted use.

This project proposes to demolish the existing 91,000 square feet of scientific research and development and construct two 3-story buildings with a total of 149,060

square feet of scientific research and development use for a net increase of 58,060 square feet. The project is adjacent to the Torrey Science Park development and will provide enhanced internal pedestrian and bicycle access. The proposed site plan is presented in **Figure 1**. The "Callan" portion of the site is indicated.

The project is served by two bus routes. North County Transit District (NCTD) operates Route 101, which has a bus stop located on North Torrey Pines Road at the Science Park driveway. The bus stop is a 1,250-foot walk from the pedestrian entrance to Building A and Building B. Route 101 operates at 30-minute frequencies throughout the day on weekdays and weekends and provides access from Oceanside, Carlsbad, Encinitas, Solana Beach, and Del Mar to UCSD and the University Town Center Transit Station. This route will provide several connections to the Metropolitan Transit System (MTS) Trolley Blue Line (Mid-Coast), which is currently being extended into University City and expected to be operational in late 2021. MTS operates a peak period Route 978 that has a bus stop at 11090 Callan Road. Route 978 provides two morning and two afternoon weekday connections to the NCTD Sorrento Valley Coaster Station. The bus stop used to access Route 978 is located approximately 1,200-feet walking distance from the project pedestrian entrances to Building A and Building B.

Project Trip Generation

As mentioned above, it is proposed to not use square footage to estimate the trip generation since that variable does not account for the Airport Overlay Zone which the property will be subject to as part of this permit. This overlay zone limits the number of onsite employees, who are the primary source of daily vehicular trips to and from the research and development site.

Table A shows the estimated existing and expected trip generation calculations. The existing 91,000 SF building is not subject to the airport overlay zone, as explained in the introduction, and the square footage per occupant was derived from the MCAS Airport Land Use Compatibility Plan Appendix D, Page 2. Using this metric results in an estimate of 304 employees at the existing building and 2.39 ADT / employee (and 3.34 employee, per KSF) assuming the standard 8 ADT / KSF. It is not possible to ascertain the actual number of employees currently at the site due to Covid and that data is not tracked at R&D and office buildings at this time at this site. The post project ADT per employee was assumed to be the same as in the existing condition (2.39 ADT/employee) since the land use remains the same (R&D) and workers will be attracted from a similar pool of employees.

The Project is subject to the Airport Overlay Zone as explained in the introduction and its limitation of 50 employees per acre. The total combined site acreage is 13.14

acres (657 occupants). The Callan portion of the total square footage of the site will be 149,060 / 232,880 (64%) and therefore the Callan site will be limited to 420 occupants (657 combined occupants X 64%). Square footage is used in the calculations instead of acreage since the square footage is a better indicator of occupancy than acreage. This is because the number of employees in a R&D development is tied to the amount of square footage provided and not the size of the land. ***Appendix A*** contains a summary of traffic calculations.

Table A shows that the net new ADT that would be expected to be generated by the project is approximately 276 ADT. Since this amount is less than the 300 ADT threshold for determining if a VMT analysis is needed, a VMT analysis is not necessary for the project, and the project would be presumed to have a less than significant VMT transportation impact as a "small project" expected to generate less than 300 ADT under the City's Transportation Study Manual (September 2020). As reflected in Table A, the calculations are divided between the existing development and the post project development. The estimated maximum permitted number of employees at the existing development is 304 and the post project number would be 420.

Please call me with any questions.

Thank you.

cc: File

Table A
Healthpeak Callan Campus
Trip Generation

Existing					Post Project					Net New		
Building sf	ADT	Min. SF per Occupant	Max. # of Employees	ADT/ Employee	Building sf	ADT	Min. SF per Occupant	ADT / Employee *	Max. # of Employees	Building sf	ADT	Max. # of Employees
91,000	728 [1]	300[2]	304[3]	2.39	149,060	1,004[6]	355[5]	2.39	420[4]	58,060	276	116

1. 91,000 sf X 8 ADT / 1,000 sf = 728 ADT
2. Source: MCAS Miramar Airport Land Use Compatibility Plan, Appendix D, page 2 (minimum square footage per occupant). The 355 sf per employee is consistent with the information in Appendix D, Page 2.
3. Source: 91,000 sf / 300 people per sf occupancy (Maximum Amount).
4. Source: 657 combined occupants per Airport Overlay Zone (50 employees per acre X 13.14 acres) X (149.060 sf on Callan / 232,880 total sf) = 420 occupants (Maximum Amount).
5. Building sf / 420 occupants = 355 sf / occupant
6. 420 employees X 2.39 ADT / employee

NOTE: The existing building trip generation was calculated using the City Trip Rate, based on square footage. The Post Project ADT indexed off that ADT and accounted for the Airport Overlay Zone information on maximum number of employees per acre and vehicle occupancy for work trips.
*ADT per employee assumed to be the same in the post-project condition as in the existing condition.

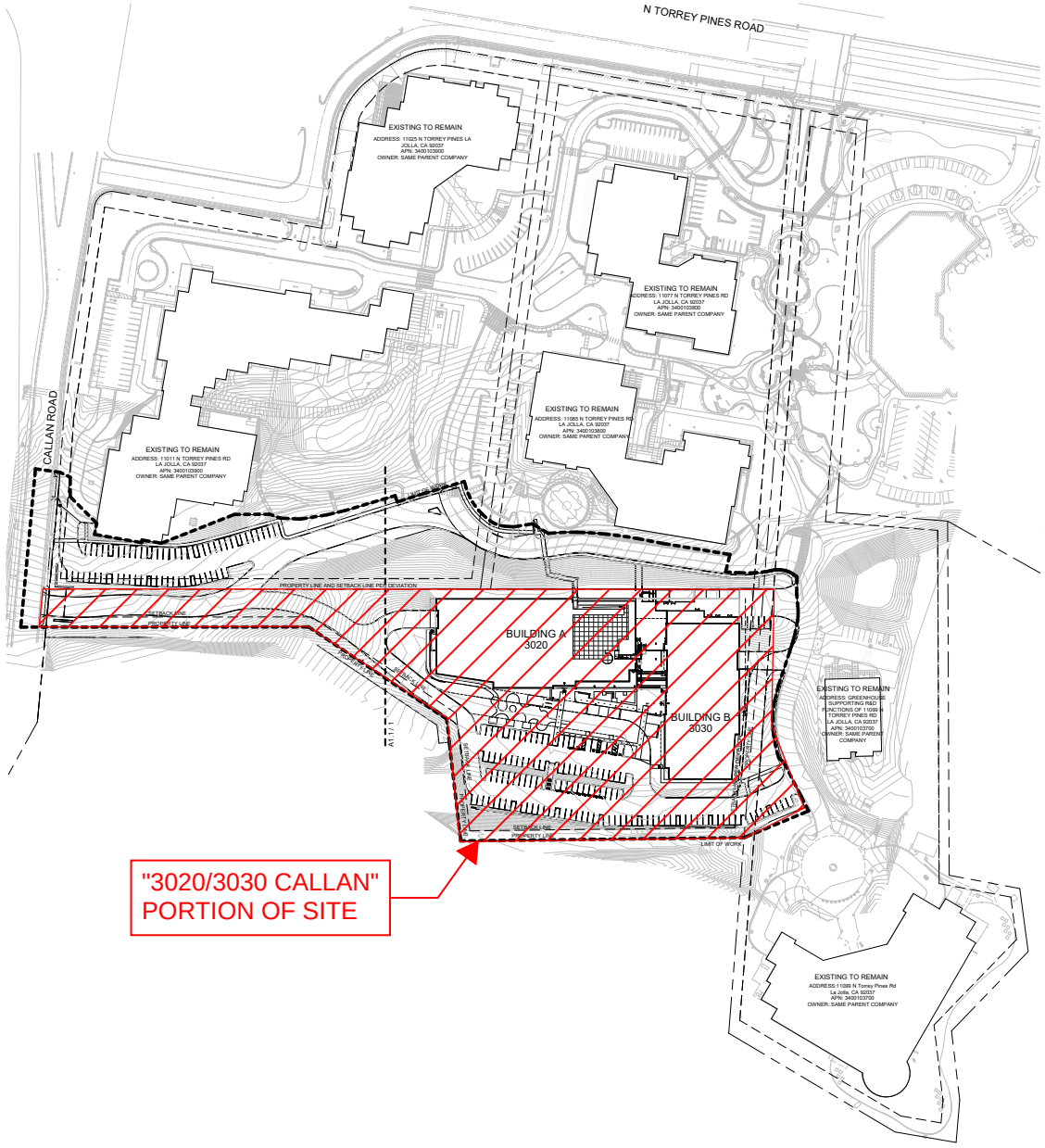

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Figure 1

Site Plan

HEALTHPEAK CALLAN ROAD CAMPUS

APPENDIX A

AIRPORT OVERLAY ZONE ANALYSIS

Healthpeak Callan Campus
Job Number: 19049, (PTS# 658398)
January 11, 2021

Airport Overlay Zone Analysis (Per T1.1)

11099 NORTH TORREY PINES ROAD	83,820	REMAINS
3020/3030 CALLAN ROAD	91,000	DEMOLISHED
3020/3030 CALLAN ROAD	149,060	NEW BUILT SF. (58,060 SF OVER EXISTING BUILT ENTITLEMENT)
	232,880	

Combined Site Number (3020/3030 Callan Road plus 11099 North Torrey Pines Road)

Total Allowable Area for Combined Sites [1]	X=[50(1000*13.14)] / (2.69*1.05)	232,880
Existing Square Footage at N. Torrey Pines		83,820
Square Footage Available for 3020/3030 Callan		*149,060*

[1] Value determined using the formula $X=[50(1000S_A)]/PV$ where S_A= Site Acreage (Including a portion of the road per CALUPH Appendix G; 13.14 calculated in Section A below), P= Parking Ratio (between 2.1 spaces/1000 SF minimum to 4.0 spaces/1000 SF maximum for Research and Development in a non-IS Transit Priority Site per SDMC Table 142-05G; 2.69 calculated in Section C below), and V= Vehicle Occupancy (MCASM ALUCP Appendix D-3, see attached A.2).

A. Site Acrage Calculation

	Square Feet	Acres
Area of Site (3020/3030 Callan Road) excluding adjacent road	219,107	5.03
Portion of Adjacent Road as allowed per CALUPH, Appendix G	3,049	0.07
Area of Site (11099 N Torrey Pines) excluding adjacent road	343,253	7.88
Portion of Adjacent Road as allowed per CALUPH, Appendix G	6,970	0.16
Total	572,378	13.14

B. Occupancy Analysis

13.14 acres x 50 people per acre [2]	657	MAXIMUM PEOPLE ON SITE
232,880 Building SF / 657 max people on site [3, 4]	355	SQUARE FEET / PERSON
149,060 SF / 232,880 SF	64%	% of Total Square Feet on Callan
64% x 657 People	420	Max People on Callan Site

[2] 50 People/acre per MCASM ALUCP page 3-11, see attached A.1

[3] 232,880 is combined buiding square footage of the project (3020/3030 Callan Road) plus 11099 North Torrey Pines Road

[4] 355 SF/occupant is within the typical range of 300 to 500 SF/occupant for R&D facilities in San Diego based on MCASM ALUCP Appendix D.

C. Parking Ratio Calculation

13.14 acres x 50 people per acre [2]	657	MAXIMUM PEOPLE ON SITE
657 Max People on site / 1.05 average people per vehicle (per MCASM ALUCP Appendix D-3, See Attached A.2)	626 [5]	REQUIRED PARKING SPACES
626 Parking spaces / 232.88K SF	2.69 SPACES / 1000	PARKING RATIO

[5] 406 parking spaces at 3020/3030 Callan Road plus 220 parking spaces at 11099 North Torrey Pines Road totals the 626 required parking spaces.

D. Max Employees and Parking Per Propoerty	Employees	Parking
3020/3030 Callan Road	420	406
11099 North Torrey Pines Road	237	220

NOTE: Once the work described in the development permit is built, both the 11099 North Torrey Pines Road and 3020/3030 Callan Road project will have a limited occupant capacity to reflect the Airport Overlay Zone.

(2) The maximum allowable residential densities indicated in Table MIR-2 and Paragraphs (b) through (d), above, are intended to include any density bonuses, height allowances, or any other bonuses or allowances that *local agencies* may provide for affordable housing developed in accordance with the provisions of state and/or local law or regulation. Residential densities or heights greater than those indicated in Table MIR-2 are not allowed irrespective of whether the increase in density or height is provided for affordable housing in connection with the jurisdiction's density bonus provisions. *Local agencies* must take into account any density bonus and any other allowances, including height allowances, for a development project when determining whether a development project meets the allowable densities indicated in Table MIR-2 and Paragraphs (b) through (d) above, and height limits specified in the airspace protection policies of this chapter.

(3) Secondary or accessory units, as defined by state law, are excluded from density calculations.

(4) As indicated in Policy 2.11.4(b)(1) of Chapter 2, construction of a single-family residential use, including a secondary or accessory unit, as defined by state law, on a legal lot of record is compatible in all safety zones, except the *CZ*, if such use is permitted by local land use regulations.

3.4.6 *Nonresidential Development Criteria:* The criteria in Paragraphs (a), (b) and (c), below apply to most proposed nonresidential uses. Additional or different criteria apply to the uses described in Paragraphs (d) through (i) and Policy 3.4.7. (Concepts associated with these criteria are discussed in Appendix C.)

(a) The term "intensity" is measured in terms of people per acre and is the primary indicator of the risk exposure of people on the ground in the event of an aircraft accident. People per acre is used to determine the compatibility of nonresidential uses in Table MIR-2.

(1) The maximum intensity limits of proposed nonresidential uses are:
- = Within CZ: 10 people per acre.
- = Within APZ I: 25 people per acre.
- = Within APZ II: 50 people per acre.
- = Within the TZ: 300 people per acre.

(2) Nonresidential land use types listed in Table MIR-2 as "compatible" are presumed to meet the above maximum intensity limits without constraints on the use.

(3) The maximum intensity limits include all people (*e.g.*, employees; customers/visitors) who may be at the use at any single point in time, whether indoors or outdoors.

(4) *Local agencies* may make exceptions for special events (*e.g.*, an air show at the airport).

(b) Evaluation of the compatibility of proposed nonresidential land uses shall be made using the land use types listed in Table MIR-2.

Parking Space Requirements

For many jurisdictions and a wide variety of uses, the number of people present on a site can be calculated based upon the number of automobile parking spaces that are required. Certain limitations and assumptions must be considered when applying this methodology, however. An obvious limitation is that parking space requirements can be correlated with occupancy numbers only where nearly all users arrive by private vehicle rather than by public transportation, walking, or other method. Secondly, the jurisdiction needs to have a well-defined parking ordinance that lists parking space requirements for a wide range of land uses. For most uses, these requirements are typically stated in terms of the number of parking spaces that must be provided per 1,000 square feet of gross building size or a similar ratio. Lastly, assumptions must be made with regard to the average number of people who will arrive in each car.

Both of the critical ratios associated with this methodology—parking spaces to building size and occupants to vehicles—vary from one jurisdiction to another even for the same types of uses. Research of local ordinances and other sources, though, indicates that the following ratios are typical.

- **Parking Space Ratios**—These examples of required parking space requirements are typical of those found in ordinances adopted by urban and suburban jurisdictions. The numbers are ratios of spaces required per 1,000 square feet of gross floor area. Gross floor area is normally measured to the outside surfaces of a building and includes all floor levels as well as stairways, elevators, storage, and mechanical rooms.
  - Small Restaurants 10.0
  - Medical Offices 4.0 – 5.7
  - Shopping Centers 4.0 – 5.0
  - Health Clubs 3.3 – 5.0
  - Business Professional Offices 3.3 – 4.0
  - Retail Stores 3.0 – 3.5
  - Research & Development 2.5 – 4.0
  - Manufacturing 2.0 – 2.5
  - Furniture, Building Supply Stores 0.7 – 1.0

- **Vehicle Occupancy**—Data indicating the average number of people occupying each vehicle parking at a particular business or other land use can be found in various transportation surveys. The numbers vary both from one community or region to another and over time, thus current local data is best if available. The following data represent typical vehicle occupancy for different trip purposes.
  - Work 1.05 – 1.2
  - Education 1.2 – 2.0
  - Medical 1.5 – 1.7
  - Shopping 1.5 – 1.8
  - Dining, Social, Recreational 1.7 – 2.3